



DISCUSSING PARKWAY ALIGNMENT



Governor Walter E. Edge, State Highway Commissioner Spencer Miller, Jr., and State Highway Engineer Charles M. Noble take part in an "on the spot" discussion of the Route 4 Parkway at Iselin in Middlesex County, not far from the site of the Edison Memorial at Menlo Park. Others in the picture are Edward W. Kilpatrick, Assistant Highway Engineer, Oliver Deakin, Parkway Engineer, and Fred C. Claus, District Engineer of Survey and Plans.

Col. Gray Named To Post Vacated By Mr. Connett

Former State Property and Gasoline Administrator Appointed as Executive Assistant

State Highway Commissioner Spencer Miller, Jr., has announced the appointment of Col. Alexander P. Gray to the post of Executive Assistant, a position made vacant by the resignation of Mr. E. V. Connett.

Col. Gray is known to many State Highway employees as the former State Property and Gasoline Administrator whose office was formerly located in the State House Annex. He brings to the Department the qualities of a businessman, soldier, public servant and sportsman.

The military career of Col. Gray dates back to the Spanish-American War and continues through 1916, at which time he served as adjutant to General Hines in the Mexican incident of that year. In 1907 he was appointed Assistant Adjutant General by Governor Stokes with the rank of Lt. Colonel, and during the war years of 1916-17 he served as Food Administrator for Bergen and Passaic Counties. During this period Col. Gray was also a member of the Military Staff of Governor Edge.

Outstanding Golfer

The new Executive Assistant is a former stock broker and for many years has resided in Englewood in Bergen County. He is father of two daughters, Mrs. William H. Turner, Jr., of Radburn, and Mrs. Fred E. Thallman of Englewood.

As a golfer, Col. Gray has achieved outstanding success, being a former member of the United States Senior Golf Team that competed in England and Canada, as well as a former holder of the Metropolitan Senior Championship title. He also has held the club championship at the Arcola Country Club on several occasions. He is a member of the Union League of New York and the Englewood Club.

It is indeed fortunate that the Highway Department was successful in securing the services of a man of Col. Gray's stature to fill the position of Executive Assistant, an office filled with distinction by Mr. Connett.

200 Attend Ten Year Club Outing

54 G. I. Members Guests of Club

Approximately 150 regular members of the Ten Year Club played host to 54 other members who were veterans of World War II at the Club's Annual Outing held at Plaags Grove, Hamilton Township, on Saturday, September 7. Warm sunny skies looked down on the event and everyone who attended had a good time with plenty of excellent food and drink. The outing lasted from 12:00 o'clock noon until after dark, when Jim Ireton and his Entertainment Committee wound things up and departed for home tired but assured that they had done a fine job.

A quoit tournament was held under the direction of Harold Jemison and Gene Palmer. First honors were won by Brackel and Joe Wargo, with "Champ" Cintia and Joe Thiel in the runner-up spot. Dick Snyder and Virgilio Angelini were the dark-horse team, but succumbed to Brackel and Wargo in the semi-finals.

Joe Henry's Wildcats, sparked by the spirit engendered by Jack "Fats" Fulton, trounced Henry Brackel's Duck Islanders in a softball game. Jack, unfortunately, was the only casualty of the game when he fell dashing to first base in the latter innings and wrenched his shoulder. Joe's heavy hitters had Tony Pasquito out in the bushes back of left field for almost the whole duration of the game.

John Patrick, the Club's most dependable chef, found two excellent assistants in Jim Malloy and Bill Carnival, who dispensed sausages, hamburgers and wieners throughout almost the entire day. Other members of the Entertainment Committee who are to be complimented for their efforts included Ken Craft, Mike Lesnak and Clarence Scales in the Thirst Department, Kirk Schanck and Russ Henry in the Corn and Seafood Department, and John Madden and President Gene Beckner, who were all over the place.

Door prizes were awarded to the G.I. guests through funds furnished by Club Member Charles Fearnley, who all through the war managed a fund established to mail THE HIGHWAY to Department employees serving in the armed forces overseas via air-

THE HUMAN COST OF HIGHWAY ACCIDENTS -- AND A PLEA

In the center of city after city throughout this land these days there will be seen large "temperature" charts or other visible indicators which point to the number of persons who have been killed in automobile accidents within that city during the current month or year. Many times these charts contrast the number killed during the current month or year with those killed during a similar period a year ago or in 1941. The year 1941 is frequently selected because in that year the total killed was 40,000—an all-time high. That figure is used by National Safety Committee as the "horrible example" that must never be repeated again.

Economists tell us that the economic loss of motor deaths and accidents exceeds a billion dollars a year. Statisticians remind us that in ten years before World War II more American citizens were killed on the streets and highways of America than all the American soldiers, sailors, marines, airmen and nurses who were killed on all the battlefields of the world. It is a grim tale.

But behind the statistics of traffic accidents are the human costs—young lives snuffed out; old lives hastened to their graves; homes broken by the loss of the breadwinner, or the wiping out of the oncoming generation or perhaps the ending of a brilliant career. These are some of the human costs of highway accidents which charts, pictures and even press accounts never completely reveal. These human costs should make us all stop and ponder and act.

We can do something about these traffic fatalities. We can ourselves drive carefully, keeping our car always under control. We cannot only think for ourselves but we can attempt to think about and for others. Courtesy on the road makes for safety of the road. The Golden Rule of the Road is "to do unto others as we would that others did to us." We have almost made the motor car an extension of ourselves; it is certainly an important mechanism in the homes of nearly 30,000,000 Americans.

We hear it said at times that "pedestrians are traffic"—so stated it carries a sub-human meaning: Automobiles are traffic; pedestrians are persons. The lives of pedestrians are sacred; their deaths are the human costs of traffic fatalities.

But as highway engineers we can do more. We can build safe roads and eliminate these hazards which tend to increase accidents and not diminish them. Already in New Jersey we have led the way—eliminating busy intersections at grade, introducing center malls or dividers on roads; devising ways to end left hand turns.

We dare not delay the addition of every factor of safety we can build into our roads. The funds can and must be provided until the highways on which the people travel are as safe as engineering skill and research can make them. This is our present duty and our future opportunity.

Spencer Miller, Jr.

State Highway Commissioner

mail. With the end of the war and the return of almost all Department employees, a balance of \$17.00 remained in this fund and Charlie suggested that it be given away at the Club's outing. Lucky winners were Howard Van Benthuyzen, Larry Frascella, Harry Dittmar and Ollie Doll.

With the outing now history, plans are already afoot for the annual dinner to be held early in November. An announcement of the date and location appear elsewhere in this issue. All members are urged to get their tickets promptly to make this event a really good one.

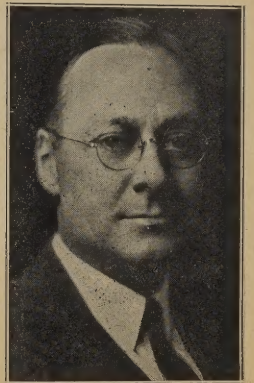
SET DINNER DATE

The Ten-Year Club will hold its 16th annual dinner at the Stacy-Trent Hotel on the evening of Monday, November 4. Members are requested to reserve this date so that a large turnout may be assured. Further details regarding complete arrangements will appear in the November issue.

Eugene V. Connett Forced to Resign Through Illness

Sponsored Many Changes in Employee Relations

The resignation of Eugene V. Connett as Executive Assistant to the State Highway Commissioner was announced by Commissioner Miller at a stated meeting of division heads of the Department



EUGENE V. CONNETT

on Tuesday, September 17. At the same time it was made known that Col. Alexander Gray would take over the duties of the office.

Mr. Connett's resignation, effective October 1, came as the result of a prolonged illness and upon the advice of his physician. Since early in the spring he has been in poor health and since that time he was forced to take a leave of absence from his departmental duties. More recently he has made an effort to carry on a reduced schedule, but even this has proved more than his doctor would permit.

In accepting the resignation of his assistant, Commissioner Miller said, "Few men in the history of the State Highway Department without background and experience in the field of highway administration have contributed so much to the morale of the Department within and the service of this agency to the public at large. Mr. Connett leaves the active administration work with a unique record of accomplishment and with a host of friends and well-wishers. It is a matter of great good fortune to the Department that he has consented to serve as a consultant."

Mr. Connett was appointed to the Highway Department staff by Commissioner Miller in May, 1942. He brought with him a wide experience in business and personnel matters which he applied to his department work from the start. Perhaps foremost among the policies advocated was that of the "open door," whereby it was possible for any employee to seek counsel on matters pertaining to his or her employment. He was also instrumental in establishing the Fernwood Victory Gardens, the revised system of employee merit ratings, the reclassification of employees, the safety and suggestion committees, and many other developments within the State Highway Department. One of his first acts upon taking office was to start the publication of THE HIGHWAY as an employee paper. The departure of Mr. Connett will be regretted by his many friends throughout all divisions and it is gratifying to know that he is to maintain contact with the Department in the role of consultant to the Commissioner. He takes with him a host of good wishes for a speedy and complete recovery.

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THE SONG OF THE ROAD

As I came out by Biddenden

There murmured in my ears,
The song that all wayfaring men
Have heard in all the years.
And all the way, by hill and moor,
That song went down with me,
By Tenterden and Appledore
And Romney to the sea.

The song that all wayfaring men
Shall hear until they die,
That haunts their dreams, and brings again,
Under the open sky,
Across the pent, unhappy hours,
Across the clanging towns,
The gleam of little wayside flowers,
The white tracks of the downs.

The feel of wind upon the face,
The fragrance of the pine,
The draughts of keen, exultant space
That thrill the blood like wine,
Blue, mystic distance, fold on fold,
Luring from far away—
The song Ulysses heard of old,
And I heard yesterday.

And so I came through Romney marsh
That holds no house or tree,
Only the wide, sheep-dotted grass
That once was sand and sea;
Only the frail windmills that lift
Against the sunset fire,
And faintly pencilled on the drift
The ghost of Romney spire.

And thus all day across the fen
With me went singing down,
The road I found by Biddenden
And lost by Romney town;
For all men come to sleep at last,
As all roads to the sea,
And winding in the dusk it passed,
But left its song with me.

E. G. BUCKERIDGE

CONSTRUCTION COMMENTS

FRED C. CLAUS

WOODLYNNE
Bill Hurley

UPPER MONTCLAIR
Frank J. Spagnola

Upon returning from a restful vacation of fishing and hunting in the mountains of Vermont, **Bob Haight**, the ex-army captain from the Woodlyne office, originally from Hacktstown, has answered the call of the great open spaces and left for Alaska.

Bob is now working for the Army Engineers on the "Permafrost Project" at Fairbanks. His trip to the far north started by train as far as Great Falls, Montana, thence by a C-54 plane to Edmonton, Alberta. After a refueling for both the plane and himself, he took off for Fort Nelson, and Ladd Field, Fairbanks, where the men are feverishly working to complete experiments in layers of insulation between concrete and asphalt and other material, thereby keeping the heat of the installations from the Permafrost. So they observe the winter reaction.

The vegetation is similar to that of South Jersey, as well as the terrain—flat with a few hills to the north, but the time and half the government pays for overtime with double time for Sundays and holidays gives it a different aspect. For further information, his new address is Robert Haight, U. S. Engineer Field Office (Permafrost), A. P. O. 731, c/o Postmaster, Seattle, Washington.

At the luncheon following the opening of the Airport Circle Overpass (silent), **Jim Fitzgerald** was doing all the talking and **Jim Flynn** was doing the listening.

Howard and Carl Morrissey of the office with three other brothers complete the infield of the Clementon A. C. team except for the pitcher. Howard is a catcher and Carl plays 3rd base.

Mr. and Mrs. John Gerecke motored to Montreal, Canada, for a two weeks' vacation. John's quotations on prices in Canada are: 40¢ a lb. for butter, 12¢ for 4/5 qt. milk, bread (24-oz. loaf) 10¢, 70¢ to \$1.00 for full course dinner, 4/5 gal. gasoline 35¢, including tax.

Ethel Weiss, of J. A. Williams' office in Woodlyne, vacationed at Lake Stinson in central New Hampshire and stayed at the Weetucket Inn.

NEWARK
Ralph Perry

Harry Stover spent the last part of August in Flanders fields, but not growing poppies, to be sure. We know he has a private swimming pool at his disposal, and that he enjoys visiting the Big City.

If it had not been for his daughter Joan, we doubt if **Harold Lange** would have gotten his new concrete driveway in, even if it did take a week of his vacation.

Joe Bruno, who is very prevalent at Canoebrook Country Club, knows how to hit the ball—if anyone is interested.

Steve Bubier has been spending his vacation at his summer home on the north shore of Long Island.

We welcome the following engineering aides to our field forces: **Richard C. Burnett**, Samuel E. Lazarus and William F. Mulhern.

FLEMINGTON
Carl Teegen

Wilfred Watson enjoying the cool zephyrs at "Surligh Manor," Seaside Park, his summer domicile. . . . **Kyle Totten** sojourning at Ocean Grove for a much needed week of relaxation. . . . The **Sefrins** touring the New England and Cape Cod area. . . . The **Teegens** vacationing at their summer home in Ocean City. . . . and **Foster Lane** pike and bass fishing at Hunt's Pond in Sussex County.

Mr. and Mrs. "Sy" Berger entertained the following at a steak dinner on September 4: **Hancock, Howell, Teegen, Ehrenfeld, Keltz, Totten, Runyon, Watson and Sefrin.**

"**Bill**" Voorhees is back at work after an illness of two weeks.

Hi' gang—the summer's gone, and so are most of our vacation days, but we still have our pleasant memories, haven't we? **Herb Englishman** and **Johnny Lincoln** spent some happy days in the rugged mountains, and a lot of us can still hear the roar and splash of the heavy waves at the shore; yet, there are a few who are going to enjoy the splendid colorful fall season which is before us—to wit, the nimrods and Isaac Waltons. We'll soon be hearing of the "big ones" that got away from **Matchett, Kunzler, Simpson**, and others. With the crabbing season at its height, **Tony Fuca** will have the time of his life—how that boy loves crab-salad! Then, shall we say, "sad to tell," some of our vacation days are earmarked at this cooler and much more comfortable season for the multifarious duties around the house, such as painting, renovating, fixing the old family jalopy, etc. Oh, my sacro iliac! We've heard that one before—old-timers like **Kettlewood, Neville, Matthews**, and **Frankie Berberick** can tell stories thereof. In fact, **Frankie**, at this moment, is suffering from a handful of blisters, the price of a busy week-end in his garden and yard. And speaking of stories, we'd like to hear one from the following one in a while (they're so darn quiet around this office): **Della Torre, Demarest, Shidlowski**, and **Podwyszynski**. Yes, the spelling is correct! The writer does have the pleasure of hearing a lot from **Norm Sanwal**—has to—as he rides with him every day. **Norm** is so fast with the ruling pen these days, and I might add that they need to be retempered. Does he ever lose HIS temper? Ask him about his car—why does it always stall in the busy Paterson traffic?

Our Highway family sure is growing—this office can report a number of new employees, namely, **John V. Kenny, George E. VanBuskirk, Frank S. Podwyszynski, John E. Deleuw**, and **Arthur C. Bruining**. **Milton M. Weiss** should be mentioned with this group of men although he has just resigned. These six men are of the group that was so impressively inducted into the State service at Trenton last month, the Rutgers Short Course boys, as we know them. **Kenny** has been transferred lately to the Construction Division, most probably as an inspector. We'll wager that he will be seeing cement bags in his sleep and will know by heart how many pounds of sand and stone go into a batch of concrete.

We have another **Marino** in the Department, **John** by name, no relation to our Tony; also a **Waugh**, **Richard** the 3rd, **Angelo Stivali** and **Robert W. Lees** are our latest additions to the roster. These four last named men are Engineering Aides and we might add that all are veterans of the service.

We can report progress on construction of Rt. 6, Sec. 22A, and Rt. 4, Sec. 5A, Erie R.R. Bridge and Approaches. **Tony Marino**, with **Bill Kunzler** as his aide-de-camp, has everything staked out nicely. His survey gang is comprised of **Amento, DiGiacomo, Deleuw, VanBuskirk, J. Marino**, and **Waugh, Jr.** **Tony** is going to lose his namesake, **Johnny**, to the Construction Division soon, as he is going on inspection. **VanBuskirk** contracted a bad case of poison-ivy while on survey work, but a hurried visit to the doctor arrested complications and he has mended nicely.

Rodger Coupe is "home" again at his familiar spot—we missed him during those two weeks he was at the Newark office.

Herb Englishman has acquired a few golf clubs—is he taking golf seriously? If so, some one ought to tell him that excavation in the rough is not a "pau quantity."

Henry Emerson, formerly of this office, has an addition in his family. It's a baby girl. Lots of luck to Mr. and Mrs. E.

Sorry to report the following: **Angelo Stivali**, a newly appointed Engineering Aide as of August 26, suffered an unfortunate accident on the Route 6, Sec. 22A job. **Angelo** was his by a car and

BRIDGE BRIEFS

A. J. LICHTENBERG

Chairman **Wilbur H. Spencer** is completing arrangements for the Bridge Division Club Annual Dinner to be held at the Cranbury Inn, Cranbury, October 8. The meeting will be patterned after the very successful Ladies Night of last year and a program of music and entertainment will supplement the dinner-dance program. President **Sven Hedin** will award club citations to those members returned from the Military Service. Officers for the ensuing year will be elected. **L. C. Petersen** is chairman of the nominating committee.

I'm done with dames,
They cheat and they lie;
They prey on us males
To the day that we die.
They tease and torment us
And drive us to sin—
Hey! Look at that blonde
That just came in.

Briefs: Bridge men seen enjoying the Ten-Year Club outing include **Dave Lawshe, W. F. Hunter, H. Lefferson, W. H. Spencer, J. H. Patrick, M. Ludasy, Sven Hedin** and **R. B. Titsworth**. . . . Greetings to **Stae Kanyuh** and wishes for a speedy recovery from that spell of illness. . . . **Charles M. Fox** now a resident of Borden-town. . . . **J. F. Evans** sporting his first bi-focal and doing a bit of "head bobbin'". . . . **Phil Burch** outwitting the hay fever by staying at his Toms River retreat. . . .

A. H. Stetser finishing up his present assignment and looking forward to his vacation. . . . **W. H. Spencer**, surprised and delayed when his car caught fire in Fairmount Park, Philadelphia, recently. . . .

Boot: "May I kiss you?"
Gal: "Jeepers—Another amateur."

W. C. Umbarger returned from vacation and thinking about building a boat—aided and abetted by his sons. . . . **L. Shortz** enjoying a Canadian fishing trip. . . . **P. J. M. Lough** on the sick list during mid-month. . . . Visitors to the office include **Jack Sheenan, Al Herron, Bill Clow, and Sam Rankin**. . . . **Sam** is looking back on "shakedown" cruises and forward to resumption of work with the Division. . . . **Jack Koeffler** enjoying Atlantic City after the beauty pageant. . . . Late, late vacationists include **Mr. Vail, Mike Furry, W. H. Spencer**, and **Morris Goodkind**, who theoretically spent a week at Asbury Park but actually was at the scene of the Brielle-Point Pleasant bridge failure. . . . **Paul Gabrenas** at the Model Aircraft show at Willow Grove observing speedy aircraft. . . . **Geo. A. Heffernan**, one of a group of State employees participating in the Invitation Golf Tournament at the New Greenacres Country Club.

ELECTRICAL FLASHES

JOHN KILPATRICK

Finished! The Electrical Division is now at 190 West State Street, second floor, the move having been completed on August 21 and 22. The new offices are much cleaner and brighter with cream walls and white woodwork. The lighting was laid out by **Major Hays** and installed by **Tex Ranson, Buddy Royson**, and **Windy Schleter** with **Hank Johnson** chasing all over Trenton for material. The place is open for inspection but please don't all come at once because we only have six extra chairs.

Wanted! A house or apartment or rooms in Trenton or suburbs for veteran, his wife and cute little daughter. Prospective tenant now drives from Spring Lake to Trenton every day and the wear and tear on the old car is terrific. Please contact **Henry K. Johnson**, alias Hank K. Johnson, at the Electrical Division Building, Fernwood.

received a bad laceration of the arm requiring 32 stitches—certainly bad enough as it is, we're thankful that it was not worse—and please, fellows, let's all pay more attention to the little pocket and its portend, the one we received not long ago entitled, "It's Your Life."

EQUIPMENT ITEMS

JAMES O'ROURKE

Sympathies are extended to **Frank O'Brien** of the Fernwood office on the death of his brother who passed away at his home in Bound Brook; and also to **Al Leuchters**, whose stepfather died at his home in Trenton after a short illness.

On August 14th the stork visited the home of **Joe Miszur**, leaving an 11-lb. baby boy. A visit was also made at the home of **John Civenky** on Sept. 4th, leaving there a 7½ lb. baby boy. Mothers and babies are doing fine and the fathers are O. K., too.

Father time is really convincing **Jack Rockford** that he is getting old, when his daughter and son-in-law, Mr. and Mrs. James Bruthers, became the parents of a baby boy born on Sept. 5th. This makes **Roche** a fullfledged grandfather.

Jack Leadem is another one who is getting old, having lost his eye in the quiet pitching tournament at the Ten Year Club outing as well as leaving a brand new sweater somewhere on the grounds. Loss of memory usually goes with old age.

Walter Winchell Gore reported that the stork has been contacted for an early spring visit to the home of **Jack Mountford** of the Fernwood Stock Room. If **Jack** continues to listen to **Larry Gore's**

sales talk, he will probably be ordering an addition to that new home for which he has contracted.

Still on the sick list is **Bob Krepis**, whose birthday fell on Sept. 12th, at which time he was 66 years young. Also recuperating at his home is **George Callan**, who was recently operated upon at Mercer Hospital, Trenton, for varicose veins.

Sympathies of Fernwood are extended to **Fred Boulden** on the loss of his son-in-law who passed away at the Bethesda Naval Hospital in Maryland as the result of illness contracted while on duty in the South Pacific.

Victor Forcina, of the Purchase & Stores staff at Fernwood, has been transferred to the Electrical Division as a Mechanic, 2nd grade.

Home from Shanghai, China, after 2 years of naval service, is **Jim, Jr.**, son of the writer. He has been accepted for entrance to Villanova College for the term beginning Sept. 26th as a Chemical Engineering student.

Lands 620-lb. Tuna

Despite bad weather that held this year's fishing to a minimum at Bailey Island, Me., **Frank Devereux** of Fernwood returned from his annual vacation with a recorded catch of a 620-pound tuna. Devereux battled this giant for twenty-seven minutes before bringing it to the side of the boat.

This is not the largest fish he has caught, however, for in 1941 he landed a 664-pound tuna for which he received the Jacob Rupert award.

Your M. C. presents— THE LADIES... Bless Them

Your "M. C." takes pleasure in announcing the formulation of the "Stork Club." Lest there be some confusion between Sherman Billingsley's extravaganza and our distinguished circle, we hasten to explain that our character members also bask in the limelight of glamour. . . . We present:

Evelyn Maley, mother of Kathleen Georgiana;
Ruth Hill, mother of Kenneth John;
Marie Cristian, mother of Scott;
Anne Spector, mother of Stephan Jan;
Dorothy Hudak, mother of Edward.

Meeting with **Betty Durisin** at Vic Rice's golf range, it seems that next to her three-month old daughter, Betty Barbara, her chief interest is that of her husband's enthusiasm for golf.

Somewhat belatedly we brush off the welcome mat for **Pat Delbrusco**, newly with the Laboratory.

Leah Jackels, down from Buffalo for a brief stay, found time to drop in on her Highway "pals" to say hello.

Our sincerest sympathy is extended to **Helen and Joe Tallon** on the recent loss of Joe's brother.

Our thoughts at this time are also with **Gene Anderson** upon the loss of her sister.

Closing the vacation season . . . **Dorothy Hunt**, sojourning at Neponset, Long Island, included the production "Carousel" on her numerous trips into metropolitan New York . . . **Jennie Houman** in Cape Cod . . . **Mary Cunningham** week-ending at Seaside Park . . . **Marilyn Siddall** on a farm in North Jersey . . . **Florence Miller** motoring through the New England states . . . **Peg Cullen** at Lakeview Lodge . . . **Mary Harris** at Stokes Forrest . . . **Lillian Happ's** itinerary included Buck Hill Falls, the shore and Washington, D. C.

Administration Division

ARTHUR EGAN

Commissioner Miller was a speaker at the Labor Day Services held in the Cathedral of St. John the Divine in New York City, where he has spoken frequently in the past.

A. Lee Grover attended a directors' meeting of the North Atlantic States Highway Association. The meeting, which was held in New York City, was for the purpose of making arrangements for the Highway Association Convention to be held next February. With the lifting of war time restrictions, it is expected that the convention will have its largest attendance in recent years.

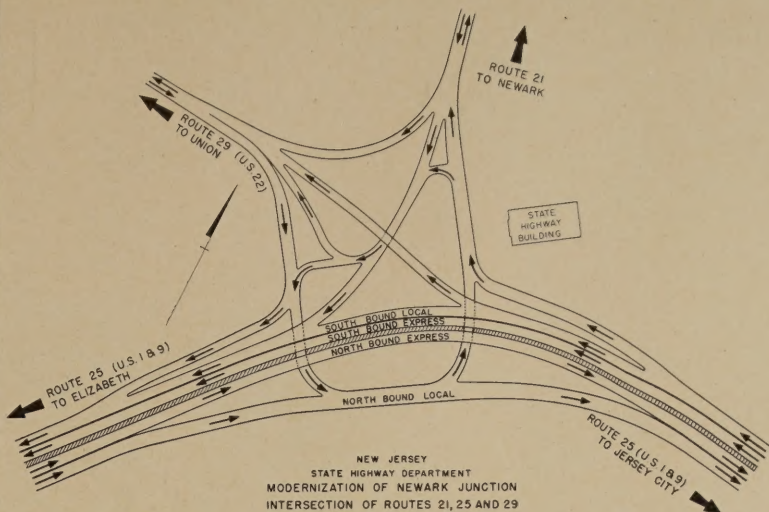
Irvig Schmidt is back on the job again following a thorough check-up at a Newark hospital. It is good to report that Irv's trouble was not serious and that after a few weeks of diet he will be in excellent health again.

Evidently **John Moore** is not a victim of superstition. John celebrated his birthday on Friday, September 13, and planned to attend the races at Garden State Park. We hope he did not encounter any black cats, walk under any ladders, or break any mirrors on the way. We wish him many happy returns both in birthday and at the track.

On Saturday, September 7, **Kermit Bonner** was married to Miss Vera Rogers of Pemberton. Following a wedding trip, the newly-weds will make their home in Trenton.

Prior to the wedding, Kermit was tendered a bachelor dinner by members of the Cost Department. The excellent food and fine

Newark Junction Intersection Being Modernized



The above plan shows the redesign and modernization of the intersection of State Highway Routes 21, 25 and 29 at Newark Junction. The reconstruction of this intersection will go far towards relieving traffic congestion and reducing accidents at this location. This work is being carried on as a part of the general reconstruction of Route 25 between Elizabeth and Newark, and is part of the contract of Poirier and McLane.

refreshments made the dinner a pronounced success. Kermit received much questionable advice from his co-workers. **Johnny Kownacky** was in charge of arrangements and **Elgin Mayer** served as toastmaster. Responses were made by **Charles Hurley**, **Paul Cramer**, **E. R. Mayer**, **Gene Palmer**, **John Moore**, **Frank Torke**, **Ed McElroy**, **Frank Dunn**, **Len Leighton**, **Earl Hankinson**, **Ed Downs**, **Charlie Ahr**, **Charley Walker**, **Champ Ginta**, **John Kownacky**, **Frankie Lacomchick**, **Frank Suchocki**, **Jim Corle**, **Frank Kimble**, **John Egan**, **George Egenach** and **Bill Ward**.

The Key Punch Operators of the Cost Department are being moved to the Department's new tabulating room in the basement. After having the girls and their punches with us all these years, it will seem strange without the rhythmic pounding of the machines. When the tabulating system was first inaugurated by the Department, the punching was handled by **Johnny Egan** and **Irv Schmidt**. Many of you will recall some of the girls who were operators in the past, namely, **Margaret (McNate) Moore**, **Helen (Goodwin) Hunt**, **Gladys Brinckloe**, **Margaret Hunt**, **Vinnie (Goodwin) Beckner**, **Anne Ludwig**, and **Evelyn Maley**.

Marion O'Hara, of **Gene Palmer's** office, is on a visit to California. Marion made the trip by train and visited many points of interest.

File Room Excerpts: "Time waits for no man" is an old adage. Neither does it wait for a woman, as **Sarah Shulman** celebrated her (you guessed it) birthday. Amidst the archives of the File Room a little shindig was held in wishing her many happy returns. . . . **Montreal, Canada**, played host to **Ernie Birch** and family over the Labor Day holiday. That big grin with the pearl white teeth can promote sociability a la Canada in grand style. . . . Those specks you see on **Bob Yager's** face are not freckles. In playing the role of a Michael Angelo, Bob gave his white elephant a paint job worthy of that spray upon him.

CHATTER: **Bill Ward** enjoyed his week's vacation at Cape Cod where he visited with friends. . . . **Harry Hill** and family vacationed at Brantids Beach. . . . **Charley Walker** spent a week-end visiting in New York City. . . . **Jim Corle** looking forward to some deep sea fishing on his vacation. . . . **George Dederick** looking fit following his vacation. . . . **John Egan** observed at the Trenton Railroad Station, watching the trains come in. It has not been established whether Johnny could not make up his mind in which direction to go on his vacation, or whether some of the scenery was coming to visit him.

MAINTENANCE NOTES

—GENE BECKNER—

One fellow who has solved the housing problem, at least for the summer months, is **Jim Dowling**, of the Trenton Office. Jim has acquired a house trailer and has been living in it for the past several months. With the approach of winter, he is arranging to place the trailer in storage and will seek more permanent quarters.

Foreman John Rankin, of **Manasquan**, came in for special commendation from the Borough of Brielle recently for his cooperation with the local police at the time of the collapse of the **Manasquan River bridge**. Congratulations, John!

Foreman Sydney Webster, of **Newton**, has been on the sick list for some time. Here's hoping he will soon be able to return to work. During his absence **Assistant Foreman Harold Rush** is carrying on for him with the help of **Foreman George Rusling**.

Another of our maintenance foremen who was ill recently is **Arthur Wilmott**, of **New Brunswick**. Art, too, has our best wishes for an early recovery.

Jimmy Walter returned recently from several weeks' vacation. Jimmy really got around. He spent the first week in Canada and the second down in Virginia.

Ernest Deumer, who works in **Foreman Raymond Hildebrandt's** crew, returned to work recently, after being off for some time ill.

Another of our employees who returned to duty recently after having been away from the job sick for several months was **Alvin Koenig**, of **Foreman L. C. Ely's** crew, operating out of **Netcong**. Mr. Koenig is one of the real veterans of this gang, having been employed since October 16, 1930.

Postal cards received by **Luke Fay's** friends down in Neptune indicate that he is having an enjoyable time on his vacation motoring through New England and Canada.

Gerry Cahill has returned to his residence in Trenton after having spent the late summer months on **West Point Island, Lavalette**.

Raymond "Ducky" Drake is now convalescing at his home following an appendicitis operation undergone at a local hospital. Ducky is making a good recovery following the operation and we

are looking forward to his return to work soon.

Larry Zazzo, who has spent the summer substituting for various regularly assigned maintenance foremen while they were on vacation, has now been assigned to **Supervisor Earl Storer's** inspection forces.

Two divot diggers who would certainly have entered the recent Department Golf Tournament had there been sufficient notice beforehand are **Amos Holt** and **Fulton Bonner** down **Mays Landing** way. From the scores posted, **Amos** and **Fulton** would surely have been among the leaders.

Joe Costello, of **Foreman Jim Laing's** crew in Newark, has been confined to his home ill for several weeks.

LABORATORY LINES

—Norm Schaller—

Several members of the Laboratory force spent an exciting week-end of fishing at **Bud Wahl's** summer home at **Harvey Cedars**. Those who made the trip on September 13 were **Herb Diefenderfer**, **Jim McDonough**, **Tom MacRorie**, **Harry Thompson**, **Edie Baumann**, **Ed Fleming**, **Wynn Allen**, **Glenn Clendenin** and **Dalby Lynch**.

Peg Beatty recently spent a miserable day at the Laboratory. Some time after arriving at work she discovered the large diamond in her ring was missing. A search of the Lab building revealed no diamond, but we are happy to say that a careful search of her home that evening did uncover the diamond and it is now tightly placed in the ring where it belongs.

Heartfelt sympathy is extended to **Gene Anderson** upon the death of her sister, **Catherine Kelty**.

We also wish to express our sympathy to **Joe McGrath** upon the death of his sister who was a teacher in the New York City school system.

After a long stay in Italy with the U. S. Army, **Wendell Sherman**, son of **Mr. and Mrs. Ralph Sherman**, arrived home on September 14. He was on the ship **Antioch Victory** which broke down in the Azores, causing a delay of eleven days in reaching New York.

PLANNING SURVEY

JOSEPH NATALE
NEWARK

Jack Taylor, Traffic Enumerator, is the proud father of an 8-lb. baby girl. At the time of her arrival Jack was working, which probably saved him many steps and lots of shoe leather, but may have been rougher than usual on the seat of his pants. Mother and daughter are doing nicely. Congratulations, Jack, and we hope the next one is a boy.

On Friday, August 30, the "loquacious" **Wes Bellis** broadcast for the Newark Safety Council over Station WAAT. Those who were lucky enough to be listening finally heard the sound of **Wes'** voice.

Charles Hurley, Jr., went from State I. B. M. machines to Army I. B. M. machines and is now back again to State I. B. M. machines. To us it sounds like a horrible nightmare, but **Charley** seems to thrive on it.

With **Juan Delgado**, our transportation manager's on vacation, we all wondered how we were going to get back and forth to the office. However, by putting all our faith in providence, we all managed very nicely. Now **Juan** is back, so we won't have to work providence quite so hard.

Watching **Al Maspoli** one day somehow reminded us of Andy of the famous **Amos** and **Andy** team. **Al's** lips were moving, his eyes were poised on infinity and his pencil was poised and ready but stayed poised. . . . "one million . . . seven million . . ." Why don't you give the darn stuff away, **Al**?

It's tough to have **Jack "Stretch" Meyer** on vacation. On sunny days we miss those long shadows, besides having no one around the office whom we can justly threaten to "whittle down to our own size."

In passing **Hervey Doane's** excitement the other evening, we noticed a bushel basket draped over the steering wheel and wondered whether **Hervey** had patented this new and unique wheel lock. It must work because the keys were still in the car.

TRENTON

Fred Quinn

The Department's newest Division, under the direction of **Sigvald Johannesson**, although still in the reorganization stage, is off to a flying start and all indications point to a fast steady pace for the future.

Mr. Johannesson reports that his trip with **Commander Noble** to **Hot Springs, Ark.**, to attend the conference of users of Highway Planning Survey data, was very interesting and enjoyable.

Among the recent visitors to the Trenton Office were **R. E. Jorgensen**, Director of Highway planning of the Connecticut Highway Department; and some of our own field men, **L. W. Selz**, **J. Robinson**, **J. D. Edwards** and **W. S. Henderson**.

The "Housing Shortage" has struck home, causing a considerable amount of trouble and headaches to **O. H. Fritzsch**, **W. R. Bellis**, **W. M. (Max) Wagner** and **Sam Guidotti**.

Vacationers: **Tommy Frascella** recently returned from a visit to the Finger Lakes region of New York. We are happy to report that Tommy is O. K. again after a tough bout with an impacted wisdom tooth. . . . **John Stewart**, who spent two weeks in and around Lake George, says he should have worn his "furlined undies." . . . **Sam Guidotti** left recently—he's flying to Chicago (and the boys in the office are speculating as to whether it is just a vacation or a honeymoon). Have a good time, Sam, whichever it is. . . . **W. R. Bellis** took a few days off and covered 2,236 miles.

RUNAWAY ROLLER DODGES TRAFFIC IN MAD DOWNHILL DASH

Operator Sustains Injuries in Freak Accident

But for the presence of mind and courage of Hubert M. Ivins of 241 W. 3rd Ave., Roselle, a runaway power roller might have caused no end of disaster to the traffic on crowded Route 24 on the afternoon of August 28.

Ivins, a roller operator out of the Dover garage, was working on a black-top repair job under the direction of A. J. McManus on the afternoon in question. The time was 5:15 and as usual at this hour the highway was well filled with homeward-bound traffic.

The roller, a 12-ton affair, was about to start down a long grade when Ivins discovered to his horror that a mechanical coupling between the motor and the transmission had broken, leaving him without means of holding the roller back except for the brakes which were entirely inadequate under the circumstances.

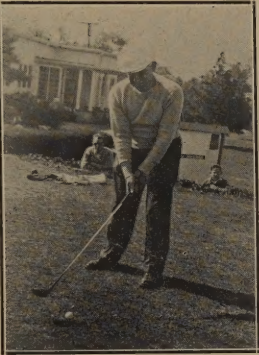
As he gathered momentum down the hill, Ivins mapped out a course of action. At the bottom of the grade, down which he was rushing, was a slight rise followed by a second downward grade. At the foot of the second grade the roadway curved to the left, but at this point a lane leading to the Canoe Brook golf course led straight ahead. It was at this point that he figured to leave the highway and lose his momentum, which was later estimated to be in excess of 50 m.p.h., on the lane.

His plans were wrecked, however, when hurtling to the top of the hill above the golf course he discovered a small boy standing squarely in the center of the lane. Ivins frantically tried to wave the youngster aside, knowing that the roller would never be able to negotiate the curve ahead. The child, held spellbound by the sight of a roller breaking all speed laws, refused to move, however, leaving Ivins no choice but to stay on the highway and take his chances with the curve.

What happened in the next few seconds will never be actually determined, but Ivins recalls starting his turn to the left in an effort to stay on the road, then feeling the roller tipping over as he jumped clear. He and the roller came to a halt some distance from this point, both well off the highway.

Ivins was rushed to the Overlook Hospital at Summit where it was determined that he had suffered a fractured ankle and a sprained wrist. The roller was brought to Fernwood where it will be taken down in an effort to determine the cause of the mechanical failure which resulted in as wild a ride as anyone would care to take.

At this writing Ivins is once more on the job, his broken ankle held firmly in a cast.



Addressing the ball is Morris Goodkind, Bridge Engineer, a recent competitor in the Department golf tourney held at the Greenacres Country Club. Morris failed to break a hundred, but nevertheless finished well up with a net score of 76. Thanks to a generous handicap.

Bowling League

The opening night of the Highway bowling league saw plenty of pin spilling by the ten teams entered in the league this year.

The Electrical team, last year's champs, demonstrated they are in form to repeat by taking their three opening games, defeating the Maintenance Painters in a close match. Other three game winners were Fernwood guards who nosed out the Inspection Team, Machine Shop over Fernwood Office and Maintenance with a close call over the Fernwood G.I.'s, the second game in this match was decided by a one pin margin. The White Line Painters, newcomers in the league this year had a tough assignment for the opening round, drawing the Equipment powerhouse. The Painters showed they will be in the running by taking two games.

Equipment continued to take honors for high scoring when they spilled the pins for 867 in their opening game. The next best team score was made by the Maintenance Painters, hitting 849 in their second game.

"Porky" Stevens set the pace for the league with games of 179-160-194 for a total of 533. Frank Dunn was right on his heels

REAL ESTATE REPORTS

MORRIS BALBRESKY

John W. Aymer states that his vacation will consist of sailing, provided he can beg, borrow (or steal) the kind of boat he has in mind.

Frank Skillman is vacationing in the Maine woods.

Jim Laffan has returned from spending some time in Atlantic City. He says the swimming in the Ambassador Pool can't be beat.

Lillian Naples is back at her desk after spending a week in the Poconos.

Agnes St. John is still under the doctor's care, having suffered a relapse after returning to her duties. Here's hoping for a speedy recovery.

I thought it would make interesting reading to our "customers" to know a little about the employees in the Real Estate Division, so in the future there will be presented for your approval a brief history of our co-workers in this division. We start with John W. Aymer, Supervisor of Appraisal and Negotiation. Born in Jersey City on October 24, 1887,

Lapse of Years During his "Growing Up" Period. — We now find J. W. at Princeton University from which he graduated with the degree of C. E. Having learned everything that his Alma Mater could teach him, he joined the faculty and taught such subjects as Descriptive Geometry, Mechanical Drawing and Surveying.

March 16, 1928, Trenton, N. J. Aymer joins select group in the N. J. State Highway Department, assigned to Right of Way Division. His work consisted of negotiating for the acquisition of right of way, making estimates and appraisals of values of real estate, etc. With the administration of Commissioner Miller, Mr. Aymer was placed in charge of the Real Estate Division, which position he still holds.

"Where can we move with the housing shortage?" "When do we get our money?" "Any houses for sale?" "Must we vacate by October 1?" —these are only a few of the problems confronting the man who is playing an important role in the postwar era of modern road building. When asked to comment regarding these everyday problems, he replied, "Do you think they are problems? I'm worried right now about my income tax return for 1946."

with 148-203-181 totaling a neat 532 for the evening.

The only other bowler going over the coveted 200 mark was El Clugston who just eased over with 201. Ray Callahan, after an absence from bowling for several years, just missed the charm mark with 198, which is not a bad start.

It looks as though the league under the guidance of President Chris Kucker is off to a flying start for a very successful season.

Hydrauger Drills Beneath Roadways At Great Saving of Time and Money

Unique Device Also Allows for Free Flow of Traffic During Drilling Operation

The word "hydrauger" is one which you may not be familiar with at the present time. Nevertheless, a little apparatus with this name is saving the State Highway Department thousands of dollars each year as it bores its way under concrete slabs in all sections of the State.

Were it not for the hydrauger it would be necessary

to tear up sections of highway whenever it became necessary to lay electrical conduit under the slabs. Such an operation besides being expensive would, of course, hinder the free movement of traffic as well as endanger the lives of workmen.

The hydrauger is really a long drill driven by compressed air which is supplied from a compressor. An attachment at the end allows the operator to apply the required pressure on the drilling head and also to keep it on the required alignment. While this is going on, a stream of water flows from the drill back through the hole keeping it clear of refuse.

Before deciding upon the line to be drilled in the field, a thorough check is made with local telephone, power, and telephone companies to make sure that no pipes, conduits or cables lie in the path of the proposed drilling. When this is done, a pit is dug at one side of the roadway and the hydrauger set up at an elevation just below the bottom of the slab. Careful alignment is made and the drill is set in operation.

Recently at the Airport Circle near Camden the hydrauger crew went to work with their ingenious little machine, laying conduit for the new electric signs which will guide traffic around the improved intersection. The pictures appearing on this page were taken on that occasion and show in detail the steps of the operation.

the entries and scores were as follows:

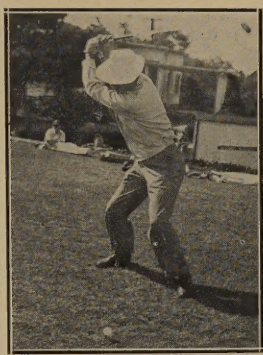
	Gr	Hcp	Net
1. Jack Stephan	91	12	79
2. L. C. Peterson	95	18	77
3. Russ Geller	97	20	77
4. George Heffernan	98	25	73
5. Steve Barnocky	99	25	74
6. Fred Baumann	103	23	80
7. C. Robbins	106	25	81
8. Morris Goodkind	106	30	76*
9. Frank Gephart	108	40	68
10. Pete Cimbal	112	40	72*
11. Dick Snyder	114	35	79
12. Alex. Muir	118	40	78
13. Russ Cook	119	28	91
14. Mill Swackhammer	119	40	79
15. Bill Wildblood	125	45	80
16. Betty Levie	128	50	78
17. George McCann	139	45	85

* Kickers First Prize

* Kickers Second Prize

Just by way of explanation of that 17th place customer, we might say that this tournament marked only the third time George McCann has played a complete round of golf. Under these circumstances, that 130 is most respectable.

Steve Barnocky and George Heffernan, under whose direction the tournament was held, are to be complimented for the excellent arrangements. It is planned to appoint a committee to work on future tournaments and with sufficient advance notice, it is hoped that the next event will attract a much larger list of entries.



Plenty of knee action is evident by Alex Muir, Superintendent of Maintenance, as he winds up preparatory to topping the ball in the recent State Highway golf tournament. Alex' gross score of 118, aided by a 40 handicap, gave him a net of 78 for the competition.

Department Golf Tourney Held

Jack Stephen Wins Low Gross Honors

Under the direction of Steve Barnocky, of Fernwood, the first Department Golf Tournament in many years was held at the Greenacres Country Club, Trenton, on Saturday, September 14th. Seventeen divot diggers, including Miss Betty Levie representing the staff of the Department family, teed off in the competition.

Low gross honors for the day were won by Jack Stephan, of the Construction Division, who came in with a score of 91, while Pete Cimbal, of Administration, and Morris Goodkind, of the Bridge Division, won first and second prizes, respectively, in the handicap kickers competition. Pete was awarded a beautiful cigarette lighter in the form of a miniature golf bag and Morris a smart looking hand bag.

Sixteen men and one lady participated in the tournament and

LAYING CONDUIT WITH HYDRAUGER AT CAMDEN



In this picture Dick Goldy, Mike Scarpion and Arthur Royson are feeding the drill of the hydrauger as it bores its way under the concrete highway at the Crescent Airport Circle in Camden.



In this general view, Supervisor Alcaid Wright, with jacket, and George McGinnis (left) look on as John Krol pumps water from the hydrauger pit. The abutment of one of the new overpasses at this intersection forms a drop-back to the operation.



John Krol and Arthur Royson are shown driving conduit through the hole made by the hydrauger. This is accomplished with the aid of a pneumatic hammer.